Article 7Parking & Circulation Standards



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Intent:

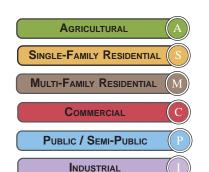
The intent of this Chapter is to prevent congestion in the public streets by requiring all uses to provide adequate off-street parking, stacking and loading spaces; to determine minimum parking space requirements for individual uses; and to accommodate a variety of means of personal transportation.

7.1 General Parking Standards

General Parking Standards

Part 1: These General Parking Standards apply to all zoning districts.

- **A. Parking Spaces Required:** Off-street parking shall be provided for all properties consistent with the requirements of the Parking Space Standards Tables (see page 7-4).
 - 1. <u>Downtown and Downtown Support Exemptions:</u> All properties located in the CD, Commercial Downtown and CDS, Commercial Downtown Support zoning districts shall be fully or partially exempt from the requirement that off-street parking spaces be provided as described below. However, all design, construction, and other requirements established by this Article shall apply to any parking areas that are established.
 - a. All properties located in the CD, Downtown Commercial zoning district shall be fully exempt.
 - b. All properties located in the CDS, Downtown Commercial Support zoning district may provide only 50% of the parking spaces otherwise required by this Ordinance if the use of the property is not auto-oriented, the use of the property does not include any drive-up window or facility, and the primary structure establishes a primary pedestrian entrance and zero (0) foot build-to-line on at least 1 public street frontage.
 - 2. <u>On-premise Requirements:</u> On-premise Requirements: All required parking spaces shall be located on the same property with the use(s) for which they are required, with the following exceptions:
 - a. On Street and Public Parking: Uses in all commercial, public / semi-public, and industrial zoning districts may count 20% of any public spaces within 300 feet of the property on which the use is located toward meeting the minimum number of required parking spaces. Public spaces include those both (i) located on streets upon which the subject property has frontage and (ii) located in public parking lots.



Amendments:

Section 7.1(A)(1) and (2) and Table 7.1 revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11)

General Parking Standards



Residential Parking Space Standards (Table 7.1)

Residential Uses				
For this use	the following minimum number of parking spaces is required	for every:		
Bed and Breakfast Facility	2	facility (to serve the resident family), plus		
Bed and Breaklast Facility	1	guest room		
Single and Two-family Residential	2	dw elling unit		
	1.5	dw elling unit, plus		
Multi-family Residential and Manufactured Home Parks	1	non-resident employee in multi-family developments and manufactured home parks, plus		
	1	6 persons of seating capacity in any accessory community center, meeting hall, or similar facility.		
Nursing Homes, Assisted Living Facilities and other Similar Uses	1	dw elling unit, 3 beds, or 2 patient rooms, w hichever is less, plus		
	1	employee		

Non-residential Parking Space Standards (Table 7.2) (page 1 of 3)

Non-residential Uses				
For this use	the following minimum number of parking spaces is required	for every:		
Agricultural Retail / Service Uses	1	1,500 square feet of UFA		
Airmont	1	3 aircraft spaces within a hanger, plus		
Airport	1	5 aircraft tiedowns		
Animal Shelter / Kennel	1	12 cages, plus		
Animai Sheiter / Kenner	1	employee		
Assembly Uses (indoor/outdoor) / Private Clubs / Worship Facilities	1	3 persons by seating capacity in the largest assembly area		
Athletic Complex	12	athletic field, plus		
Athletic Complex	1	1,000 sq. ft. of indoor or outdoor play area		
Auto-oriented uses (not including vehicles sales and service - see separate listing):				
Up to 25,000 sq. ft. UFA 1		250 sq. ft. of UFA		
25,000 sq. ft. UFA or greater	1	500 sq. ft. of UFA		





General Parking Standards

Non-residential Parking Space Standards (Table 7.2) (page 2 of 3)

For this use	the following minimum number of parking spaces is required	for every:	
Campground / RV Park	1	camp site	
Correctional Facility	1	employee, plus	
Correctional Facility	1	20 potential inmates	
Data processing / Call Center	1	200 sq. ft. of GFA	
Devices Conton (edult on abild)	1	4 clients, based on licensed capacity, plus	
Daycare Center (adult or child)	1	employee	
Fairgrounds	1	300 sq. ft. UFA within enclosed structures	
Farm (confined feeding I and II)	1	employee	
Farmer's Market	5	100 sq. ft of sales area	
Funeral Home / Cemetery	1	50 sq. ft. of UFA of service parlors, chape and reception area, plus	
·	1	funeral vehicle stored on the premises	
Golf Course			
9 hole course	6	course hole	
18 to 36 hole course	5	course hole	
More than 36 hole course	4	course hole	
Driving range	3	3 driving tees	
	1	300 sq. ft. UFA, plus	
Government Facility / Library / Museum	1	vehicle stored on-site, plus	
•	1	per employee	
Greenhouse / Plant Nursery	1	1,500 sq. ft. of UFA	
	1	per guest room, plus	
Hotel / Motel	1	100 sq. ft. UFA of lounge, restaurant, conference or banquet rooms or exhibit space	
Industrial Use	1	employee	
Institutional Facility /	1	10 clients, based on licensed capacity, plu	
Residential Treatment Center	1	employee	
Livestock Auction / Sales Facility	1	3 persons by capacity in the largest assembly area	

General Parking Standards



Non-residential Parking Space Standards (Table 7.2) (page 3 of 3)

For this use	the following minimum number of parking spaces is required	for every:
	2	exam or outpatient / inpatient bed, procedure / operating room, plus
Hospital / Clinic	1	laboratory or recovery room, plus
	1	2 rooms (for employee parking)
Mini-warehouse Self-storage Facility	6	facility
Office Use	3	1,000 sq. ft. of GFA
Park / Playgrounds	12	athletic field, plus
Faik / Flaygroulius	1	1,000 sq. ft. of activity area
Personal Service Use	2	station, chair or activity area; or
Personal Service Ose	1	300 sq. ft. of UFA (whichever is greater)
Restaurant	1	4 seats
Retail Use (not otherwise listed)	1	250 sq. ft. of UFA
	1	classroom, plus
Schools (up to grade 8)	1	3 persons by seating capacity in the largest assembly area
Schools (grades 9-12),	1	3 persons by seating capacity in the largest assembly area, or
College, or Trade	12	classroom, if no assembly area is present
Truck Terminals / Sales and	1	800 sq. ft. of UFA, plus
Service	1.5	loading dock/service bay
Truck Stop / Travel Center	1	200 sq. ft. of GFA
Vehicle / Equipment rental	1	200 sq. ft. of UFA in offices, waiting rooms and customer service areas, plus
	1	rental vehicle
Vehicle / Manufactured Home/	1	800 sq. ft of UFA, plus
Recreational Vehicle Sales and Service	2	vehicle service bay
Wholesale facility	1	500 sq. ft. of GFA





General Parking Standards

- b. *Off-site and Shared Parking:* Off-site and/or shared parking may be established consistent with Section 7.1(Part 2)(A) of this Ordinance.
- 3. Parking Space Reductions: Any area required by this Ordinance for off-street parking shall not be changed to any other use unless and until approval is granted through the issuance of an Improvement Location Permit and alternate facilities meeting the requirements of this Article are provided. In no instance shall existing off-street parking that is already less than the minimum required by this Ordinance be further reduced.
- 4. <u>Uses Not Specifically Listed</u>: The minimum number of parking spaces required for uses not specifically listed in the Parking Space Standards Tables shall be determined by the Planning Director based on the consistency of the use with those that are specified.
- 5. <u>Mixed Uses:</u> Each individual use in a mixed use development shall provide off-street parking spaces in accordance with the Parking Space Standards Tables, unless the property is subject to a shared or off-site parking agreement consistent with the requirements of Section 7.1(Part 2)(A).
- **B.** Units of Measure: The following standards of measurement shall apply to the calculation of the minimum number of parking spaces.
 - 1. Gross Floor Area (GFA): Gross floor area shall mean the total floor area, measured from the outside walls, included in any structure or area specified by the Off-Street Parking Space Standards Table. Unless otherwise noted by the Table, gross floor area shall be used to determine the required number of off-street parking spaces.
 - 2. <u>Usable Floor Area (UFA)</u>: Where usable floor area is specified by the Off-Street Parking Space Standards Table to determine parking requirements, the area included in the calculations shall apply to all areas within the structure, excluding any floor area used for incidental service, storage, mechanical equipment rooms, restrooms and other similar areas. Where these areas are not yet defined, usable floor area shall be considered to be 85% of the gross floor area.
 - 3. <u>Employees:</u> Where the number of spaces required is based on the number of employees, calculations shall be based upon the maximum number of employees most likely to be on the premises during the peak shift.
 - 4. <u>Bench Seating:</u> Every 24 inches of width provided as a bench, pew, or similar type of seating shall be counted as 1 seat.
 - 5. <u>Open Floor Areas:</u> Every 16 square feet of open floor areas associated with places of assembly shall be counted as 1 seat.

"Not Yet Defined" UFA: Types of buildings where usable floor space may be undefined include: Flexible rental space; "spec" buildings; and similar buildings where the interior layout requirements of the tenants are unknown prior to

construction and/or leasing.

General Parking Standards

- Fractional Requirements: When units of measurement determining the number of required parking spaces result in a fractional space, any fraction shall be considered as an additional required space.
- C. **Barrier Free ("Handicap") Parking Requirements:** Signed and marked barrier free spaces shall be provided within all parking lots. The barrier free spaces shall be those nearest the main accessible entry of the building served.

Barrier Free ("Handicap") Parking Space Standards (Table 7.3)

Total Spaces in Parking Lot	Barrier Free Spaces Required		
1 - 25	1		
26 - 50	2		
51 - 75	3		
76 - 100	4		
101 - 150	5		
151 - 200	6		
201 - 300	8		
301 - 400	12		
over 400	12 spaces + 2 additional spaces for every 250 or fraction thereof over 400		

- 1. <u>Number:</u> The number of barrier free spaces shall be based on the Federal Americans with Disabilities Act as represented by the Barrier Free Parking Space Standards Table. This Table is intended to represent the minimum requirements of the ADA and shall be deemed to be updated and amended consistent with any ADA amendments.
- 2. Counted Toward Minimum Requirements: In parking lots with 10 parking spaces or less, the required barrier free parking spaces shall be in addition to the minimum parking spaces required by this Chapter. For parking lots with more than 10 spaces, the required barrier free parking spaces may be considered toward meeting the minimum parking space requirement.







Stored Vehicles Note: In no instance should the provisions for stored vehicles be interpreted as enforcement of traffic code provisions for inoperable vehicles. These provisions are intended to ensure that auto repair and salvage facilities are operated consistent with the general welfare of the community.

7.1 General Parking Standards (cont.)

General Parking Space Standards

- D. Vehicle Storage & Parking Requirements: The storage of motor vehicles on all properties shall comply with the following requirements:
 - 1. <u>Primary Structure Required:</u> No vehicle, including recreational and commercial vehicles, shall be stored or allowed to remain on any property that does not contain a primary or agricultural structure unless vehicle storage is a specifically approved use at that location.
 - 2. Storage of Construction Vehicles & Equipment: No semi-trucks and tractor trailers, manufactured homes, tractors, bulldozers, earth carriers, cranes, tow trucks and/or any other heavy equipment or machinery shall be stored or parked on any property unless the machinery is either (a) engaged in providing construction or other service to the site or (b) associated with a specifically approved land use at that location that complies with all requirements of this Ordinance.
 - 3. <u>Commercial Vehicle Parking:</u> The parking of commercial vehicles on residentially used properties and in residential zoning districts shall comply with the following requirements:
 - a. *General Requirements:* All commercial vehicles shall be owned and/or operated by residents of the property and any on-site business uses and associated vehicles shall comply with the requirements of this Ordinance. A maximum of 1 vehicle for each property resident who is a licensed driver shall be permitted to be parked on-site. All commercial vehicles shall be operable and licensed.
 - b. *Agricultural Zoning District Vehicle Types:* In any Agricultural zoning district, commercial vehicles, including standard sized trucks and vans, as well as semi tractor-trailers, may be parked on-site.
 - c. Residential Zoning District Vehicle Types: Standard sized commercial trucks, vans and other similar vehicles may be parked on site in any Single-Family, Two-Family or Multi-Family Residential zoning district.
 - 4. Recreational Vehicle Storage (Columbus Jurisdiction): The parking of recreational vehicles (including boats, trailers, recreation vehicles, or other similar equipment) within the City of Columbus' jurisdiction shall comply with the requirements listed below. No limits are established for the storage of such vehicles in any other jurisdiction to which this Ordinance applies.
 - a. *General Requirements*: In no instance shall the wheels of any recreational vehicle or its transporting device be removed except for repairs, nor shall any recreational vehicle be permanently affixed to the ground in a manner that would prevent its prompt removal.

Nonresidential Parking Standards

- b. Location Requirements: All recreational vehicles shall be stored either behind or alongside the primary structure on the property and no portion of the recreational vehicle shall project beyond the front setback of the primary structure or the minimum side or rear yard setback required on the lot.
- c. Limitations: No more than 2 recreational vehicles shall be stored on any residentially used property at any time; however 1 additional vehicle shall be allowed for temporary visitors on a temporary bases, not exceeding 7 consecutive days or 14 total days in any calendar year.
- d. Occupancy Restrictions: In no instance shall any recreational vehicle be occupied or used for sleeping, living, or housekeeping purposes, with the exception of the temporary use described by Section 7.1(Part 1)(D)(4)(c) above.
- e. Loading & Unloading: Recreational vehicles may be parked anywhere on a property for a period not to exceed 24 consecutive hours for the purpose of loading and unloading.
- 5. Vehicle Maintenance: Repairing, restoration and maintenance procedures or projects on vehicles on any residentially zoned or used property, when the work is not conducted entirely within the interior passenger space of the vehicle, shall be subject to the following limitations:
 - a. Maintenance Location: All vehicles being worked on outside shall be on an improved driveway surface consistent with the requirements for the zoning district in which it is located.
 - b. Operable Condition: All vehicles being worked on outside shall be licensed and operable. Procedures exceeding 48 hours in duration, or which require the vehicle to be inoperable in excess of 48 hours, shall be conducted entirely within an enclosed building.
 - c. Parts Storage: Inoperable vehicles and vehicle parts shall be stored inside an enclosed building.

Part 2: These Nonresidential Parking Standards apply to all Commercial, Public/Semi-Public, and Industrial zoning districts.

- A. **Off-Site and Shared Parking Requirements:** In all non-residential zoning districts parking spaces may be (1) located on the lot with the use(s) for which they are required, (2) located off-site, and/or (3) shared with other uses(s).
 - 1. Off-Site Parking: Two or more uses may provide off-site parking collectively on 1 or more lots; however, the total number of spaces shall not be less than the sum of the spaces required for each use.



COMMERCIAL Public / Semi-Public INDUSTRIAL





Nonresidential Parking Standards

- 2. <u>Shared Parking:</u> Two or more types of land use (not specific businesses) for which the property owners can demonstrate and document that the normal hours of operation do not substantially overlap may share parking either on or off-site.
- 3. <u>Location Requirements:</u> The shared and/or off-site parking shall be located a maximum of 300 feet from the use(s) to be served (measured from the nearest property lines). The shared and/or off-site parking shall not be located in any agricultural or residential zoning district.
- 4. Approval Requirements: All off-site and shared parking space arrangements are subject to the approval of the Board of Zoning Appeals as a Conditional Use. Approvals shall be based on the determination that the use of off-site and/or shared parking will not provide hardships for pedestrians, will not result in potentially hazardous traffic conditions, and will provide the minimum number of parking spaces for the uses involved. The parking needs of possible future uses of the property shall also be considered by the Board of Zoning Appeals.
- 5. Required Documentation: Documentation of any off-site and/or shared parking agreement must be signed by all involved property owners. The written agreement shall include, but is not limited to the following items: maintenance, snow removal, ownership, and liability. The agreement shall be subject to approval by the Planning Director. Upon approval, the agreement shall be recorded in the office of the Bartholomew County Recorder and a copy of the recorded agreement shall be retained for the files of the Plan Commission.
- B. **Vehicles to be Salvaged / Repaired**: The outdoor storage of vehicles associated with permitted auto repair or salvage facilities shall be consistent with the following requirements:
 - 1. <u>Location</u>. All such vehicles, including antique vehicles, shall be stored within the rear or side yard. In no case shall such vehicles be stored in any front yard, buffer yard, septic field, required landscape area, or required side or rear setback.
 - 2. Screening. All storage areas for such vehicles shall be completely enclosed with a minimum 6 foot tall, 100% opaque wood, stone, or masonry fence. Gates allowing access to the storage areas are permitted, shall be closed when not in use, and shall consist of 100% opaque doors.

Nonresidential Parking Standards

- C. **Bicycle Parking Requirements:** All commercial and public/semipublic uses shall provide parking facilities for bicycles, consistent with the following requirements:
 - 1. <u>Number of Bicycle Spaces:</u> All commercial and public/semi-public uses shall provide bicycle parking based on the number of vehicle parking spaces provided consistent with the Bicycle Parking Standards Table, below.

Bicycle Parking Standards (Table 7.4)				
Total Vehicle Parking Spaces Required	Bicycle Spaces Required			
1 - 25	0			
26 - 250	2			
over 250	4			

- 2. <u>Bicycle Racks</u>: Bicycle racks shall support the bicycle upright by its frame in 2 places above the bicycle's center of gravity, shall enable the frame and one or both wheels to be secured with a lock, and shall not require the lifting of the bicycle to use any of the rack's parking positions.
 - a. Examples of appropriate racks include an inverted "U" rack, the "A" rack, and the post and loop rack (also allowed in Columbus jurisdiction are the wave rack and the comb rack).
 - b. The toast rack is prohibited (also prohibited in Bartholomew County are the wave and comb racks).
 - c. The use of bicycle lockers is encouraged, but lockers shall not serve as an alternate to the bicycle rack requirements.
- 3. <u>Location</u>: Bicycle parking facilities shall be located in a high visibility area that provides convenient and safe pedestrian access to main entrances or activity areas.
- D. **Stacking Space Requirements:** All non-residential uses shall provide stacking spaces for vehicles at drive-up and drive-through facilities consistent with the following requirements:
 - Number Required: The minimum number of stacking spaces required for each facility shall be as specified in the Stacking Space Standards Table. The stacking spaces required for each facility shall be measured from the location listed in the Stacking Space Standards Table. The space used for remote ordering or communicating with the employees within the use may be one of the required stacking spaces.

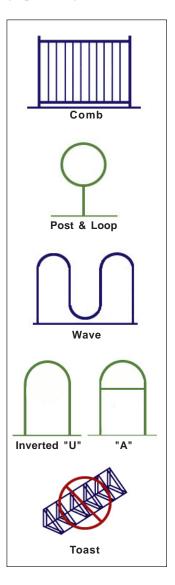


Amendments:

Table 7.4 revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11)

Bicycle Rack Examples

(Figure 7.1)







Nonresidential Parking Standards

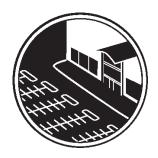
Stacking Space Standards (Table 7.5)

Facility	Required Stacking Spaces	Point of Measurement
ATM Station	4	ATM Unit
Automotive Oil Change- Quick Lubrication facility	4	Service Bay
Auto Wash (self service)	3	Wash Bay
Auto Wash (automatic)	6	Wash Bay
Bank Drive-up Window	5	Service Window
Dry Cleaning / Laundry Drive-up Window	3	Service Window
Nursery / Day Care Drop-off Area	6	Head of Drop-off Lane
Pharmacy Drive-up Window	3	Service Window
Restaurant Drive-up Window	10	Service Window

- 2. <u>Dimensions:</u> Each stacking space shall have a minimum dimension of 20 feet in length by 10 feet in width.
- 3. <u>Location:</u> The location of stacking spaces shall avoid interference with on-site parking and pedestrian areas.
 - a. The lane containing the stacking spaces shall be separate and distinct from other access drives and maneuvering lanes for parking spaces.
 - b. All designated pedestrian areas which pass through a stacking space area shall be clearly marked through pavement striping or a stamped pattern or texture.
 - c. No stacking space shall extend into any existing or planned public right-of-way or access easement not specifically identified for such use.

Intent:

The intent of this chapter is to provide minimum requirements for parking space and parking lot design, to prevent congestion and hazards to the traveling public, and to provide for safe traffic movements within parking areas.

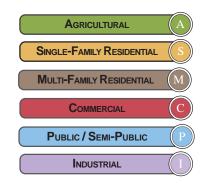


7.2 Design Standards

General Design Standards

Part 1: These General Design Standards apply to all zoning districts.

- A. **General Requirements:** All parking areas shall meet the following general requirements:
 - 1. <u>Location</u>: No off-street parking space may be fully or partially located in an existing or planned public right-of-way, septic field, required landscape area, or buffer yard.
 - 2. Access: All required parking spaces must be designed to provide direct access for vehicles. In no case may areas which do not have direct access be considered a parking space meeting the requirements of this Ordinance (example: a residential driveway shall not be considered a parking space meeting the requirements of this Chapter if a parked vehicle in the driveway prevents direct access to a required parking space in a garage or carport).
 - 3. <u>Parking Space Dimensions</u>: Parking space size shall conform with the Parking Space Dimensions Table on the following page. In no instance shall the overhang of a vehicle be considered as part of the required parking space area.
 - 4. <u>Barrier Free Parking Space Design</u>: All provided barrier free parking spaces shall be designed and constructed consistent with the requirements of the Federal Americans with Disabilities Act and all subsequent amendments.
 - 5. <u>Farm Exemption</u>: Parking for all farms, located in any zoning district shall be exempt from the requirements of that district, but shall comply with the requirements of Part 2 of this Chapter.
- B. **Uses Permitted by Variance or Conditional Use:** The design of parking areas for any use permitted by Variance or Conditional Use shall be specified by the Board of Zoning Appeals based on the intensity and characteristics of that use and the intent of this Chapter.



See Also:

Chapter 7.3, Circulation Standards

Article 8, Landscaping Standards

Chapter 9.4, Exterior Lighting Standards





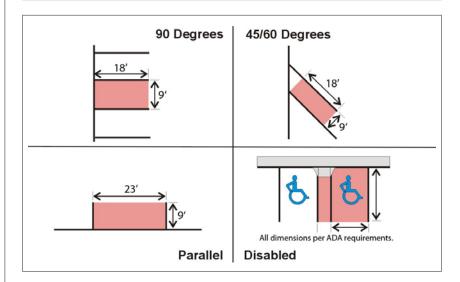
7.2 Design Standards (cont.)

General Design Standards

Parking Space Dimensions (Table 7.1)

Angle of Parking	Minimum Parking Space Size		
Angle of Farking	Width	Length	
Parallel	9 feet	23 feet	
45 Degree	9 feet	18 feet	
60 Degree	9 feet	18 feet	
90 Degree	9 feet	18 feet	

Parking Space Measurement Illustration (Figure 7.2)





Part 2: These Agricultural Design Standards apply to all Agricultural zoning districts.

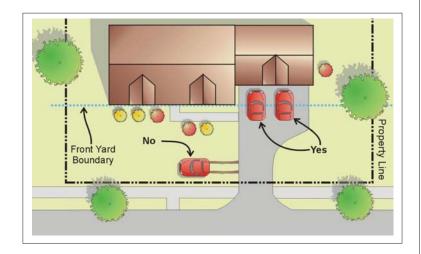
- A. **Construction Requirements:** All parking spaces and driveways shall either be paved or constructed of crushed stone.
- B. **Design Requirements:** All parking areas shall be designed to prevent any vehicles from having to back into or maneuver on any Collector or Arterial Street or Road.

7.2 **Design Standards** (cont.)

Residential Design Standards

Part 3: These Residential Design Standards apply to all Single-Family Residential and Two Family/Multi-Family Residential zoning districts.

- A. Single-Family & Two-Family Residential Requirements: The following requirements shall apply to all properties occupied by singlefamily or two-family residences:
 - 1. Construction Requirements: All parking spaces and driveways shall be paved. Paved wheel paths, with grass or suitable groundcover between, shall be permitted.
 - 2. Design Requirements: Parking spaces and driveways shall be designed as follows; however the RE, Established Residential zoning district shall be exempt from these requirements:
 - a. All parking areas and driveways shall be designed to prevent any vehicles from having to back into or maneuver on any Arterial Street or Road.
 - b. No parking areas or driveways shall be closer than 4 feet to any side or rear property line.
 - 3. Use of Front Yard: No front yard area, other than the paved driveway and parking area, shall be used for the storage or parking of vehicles. No vehicle shall be considered legally parked unless all wheels are located on the paved area. The temporary parking of vehicles for sale by the occupant of the property shall be exempt from this requirement provided that (1) the vehicle does not encroach into a public right-of-way or sight visibility triangle (2) no more than 1 such vehicle is parked on any property at any time and (3) the parking of any such vehicle or combination of vehicles shall not exceed 60 days in any calendar year.





SINGLE-FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL

Front Yard Parking Illustration (Figure 7.3)





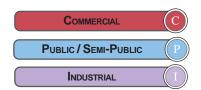
7.2 Design Standards (cont.)

Residential Design Standards

- B. **Manufactured Home Park Requirements:** The following requirements shall apply to all properties occupied by manufactured home parks:
 - Internal Street Requirements: All internal private streets shall be assigned a street classification, designed, and constructed consistent with the intent of the applicable Thoroughfare Plan and the specifications of the Subdivision Control Ordinance for public streets.
 - 2. <u>Construction Requirements</u>: All parking spaces and driveways shall be paved. Paved wheel paths, with grass or suitable groundcover between, shall be permitted.
 - 3. <u>Design Requirements</u>: All parking areas and driveways shall meet the following requirements:
 - a. All parking areas shall be designed to prevent any vehicles from having to back into or maneuver on any Arterial Street or Road (public or private).
 - b. No parking areas or driveways shall be closer than 4 feet to any side or rear property line.
 - c. No front yard area beyond the paved driveway and parking area shall be used for the storage or parking of vehicles. No vehicle shall be considered legally parked unless all wheels are located on the paved area.
- C. Multi-Family Residential/Non-Residential Use Requirements: Parking area and driveway design and construction for all multifamily residential uses and any permitted nonresidential uses within the residential zoning districts shall comply with the requirements for uses in the Commercial, Public/Semi-Public, and Industrial zoning districts specified by Chapter 7.2 (Part 4).

Part 4: These Nonresidential Design Standards apply to all Commercial, Public/Semi-Public, and Industrial zoning districts.

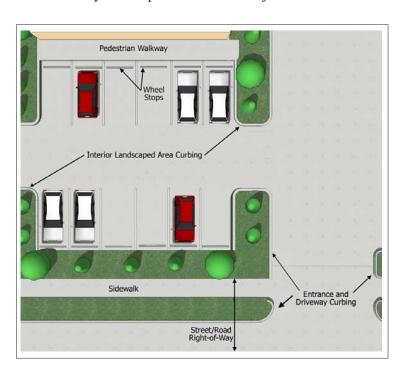
- A. **Construction Requirements:** All parking spaces and driveways shall meet the following construction requirements:
 - 1. Parking Area Surface: All parking spaces and any driveways, including any access drives, shall be paved. The use of alternate dust-proof surfaces may be approved by the Planning Director for seasonal and overflow parking areas that exceed the minimum number of parking spaces required by this Ordinance and for emergency access drives, if the property owner provides the following:
 - a. Technical documents from the product's manufacturer specifying its capabilities, as well as a detailed program for the use of the parking area that is consistent with those capabilities.



7.2 Design Standards (cont.)

Nonresidential Design Standards

- b. A notarized statement, in a format acceptable for recording in the office of the Bartholomew County Recorder, stating that the unpaved parking area will be paved if it is used more than an average of once per week in any 1 year period. If approved, a copy of the recorded statement shall be submitted to the Planning Director.
- 2. <u>Drainage:</u> All parking areas shall provide for the drainage of stormwater and shall be subject to all adopted requirements of the jurisdiction in which they are located.
- 3. <u>Markings</u>: All parking spaces shall be marked with stripes of between 3 and 4 inches wide. All stripes shall extend the full length of each parking space. All driveways designed for travel in a specific direction shall be marked as such.
- 4. <u>Back-out Area:</u> All parking aisles shall include a back-out area that extends the width of the aisle and is between 4 1/2 and 5 feet in depth.
- Curbing and Wheel Stops: Curbing and wheel stops shall be provided for all parking areas as specified below. Breaks in the curb or other alternate designs to allow for drainage are permitted, provided that the required landscape areas remain protected from vehicle encroachments.
 - a. *Entrances and Driveways:* All entrances and driveways shall be curbed such that the curbing extends around the perimeter of any landscaped areas located adjacent to the entrance.





Curbing and Wheel Stop Standards Illustration (Figure 7.4)





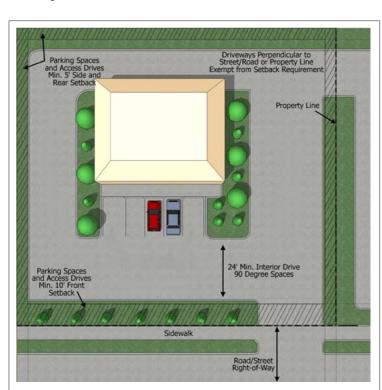
Nonresidential Design Standards

7.2

Design Standards (cont.)

- b. *Interior Landscaped Areas*: All required landscaped areas which are bordered on at least 2 sides by parking areas shall be curbed.
- c. Landscaped Areas and Pedestrian Walkways: All required landscaped areas and pedestrian walkways which are perpendicular to parked vehicles shall be protected with wheel stops located in each space to prevent vehicles from overhanging the landscaped area or walkway. Parking spaces adjoining pedestrian walkways exceeding 7 feet in width shall be exempt from this requirement. A corresponding reduction in parking space length shall not be permitted.
- B. **Design Requirements:** All parking spaces and driveways shall meet the following design requirements:
 - 1. Front Setback: All parking spaces and driveways shall maintain a minimum setback of 10 feet from the existing or planned right-of-way, whichever is greater, of all adjacent streets and roads. However, properties within the CD Downtown Center District shall be setback a minimum of 5 feet from the existing right-of-way. The provided setback area shall be designed, constructed, and maintained as a grass lawn or landscaped area. Driveways situated perpendicular to the street or road and providing access to the property from the street or road shall be exempt from this requirement.

Setback Standards Illustration (Figure 7.5)



Amendments:

Section 7.2(Part 4)(B)(1), (2) and (4) revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11)

7.2 Design Standards (cont.)

Nonresidential Design Standards

- 2. Side and Rear Setback: All parking spaces and driveways shall maintain a minimum setback of 5 feet from all adjacent side and rear property lines. The provided setback area shall be designed, constructed, and maintained as a grass lawn or landscaped area. Driveways situated perpendicular to a property line that provide access between properties shall be exempt from this requirement. Also exempt shall be instances where new property lines are added in existing parking lots as part of infill development and/or redevelopment activities.
- 3. <u>Access and Location Requirements</u>: All parking spaces shall be accessed and located consistent with the following standards:
 - a. Access to Public Streets: Parking areas must be designed to prevent vehicles from having to back into, or maneuver upon public streets or roads (access to alleys shall be exempt from this requirement).
 - b. *Maneuvering Space:* All parking spaces shall be provided with adequate maneuvering space to allow safe and efficient entry into and exit from the parking space.
 - c. *Downtown Parking:* No parking space or driveway shall be provided in the front yard of any property located in any Downtown Commercial zoning district. Driveways situated perpendicular to the street or road and providing access to the property from the street or road shall be exempt from this requirement.
- 4. <u>Interior Driveway Width Requirements</u>: The minimum widths for all interior driveways shall be as follows:
 - a. 14 feet for one-way traffic and no parking or 45 degree parking;
 - b. 18 feet for one-way traffic and 60 degree parking;
 - c. 24 feet for (i) one or two-way traffic and 90 degree parking or (ii) access to a loading area.
 - d. 20 feet for two-way traffic and no parking.
- C. **Off-Street Loading Area Requirements:** All off-street loading areas shall conform to the following requirements:
 - 1. <u>Construction Requirements</u>: All off-street loading areas shall be paved.
 - 2. <u>Design Requirements</u>: All off-street loading areas shall be designed as follows:
 - a. *Maneuvering Areas:* All loading areas shall be designed so that no portion of a loading or unloading vehicle maneuvers in or projects into any public right-of-way. This provision shall not apply to alleys located in the CD Downtown Center zoning district, in which loading, unloading, and maneuvering shall be permitted. In no instance shall a loading or unloading vehicle overhang adjacent property.







7.2 Design Standards (cont.)

Nonresidential Design Standards

- b. *Interference with Parking:* All loading areas shall be designed so that no portion of a loading or unloading vehicle obstructs access to any required off-street parking spaces on any property. In no instance shall a loading area be considered a parking space for the purpose of meeting the off-street parking requirements of this Ordinance.
- c. Screening: All loading areas in any Commercial or Public / Semi-public zoning district shall be screened from view of all public streets and roads. All loading areas in any Industrial zoning district shall be screened from view of all Collector and Arterial streets and roads.
 - i. The required screening shall consist of a 100% opaque, minimum 6 foot tall wood fence or stone or masonry wall
 - ii. Structures and existing landscaping located on the same property which provide the same amount of screening may be substituted for the fence or wall specified above. The removal of this structure or landscaping shall require the installation of the required screening.
- d. *Location:* Loading areas shall not be located in any existing or planned right-of-way, septic field, or required landscape area. All loading areas shall be set back a minimum of 10 feet from any existing or planned right-of-way (whichever is greater) and 5 feet from all side and rear property lines.
- e. *Size Requirements:* All off-street loading areas for semi tractor-trailers shall be a minimum of 13 feet in width and 140 feet in length. All off-street loading areas for local pick-up and delivery vehicles shall be at least 12 feet in width and 60 feet in length.

Intent:

The standards of this Chapter are intended to promote safe and efficient travel within the community; minimize disruptive and potentially hazardous traffic conflicts; separate traffic conflict areas by reducing the number of driveways; provide efficient spacing standards between driveways; protect the substantial public investment in the street system; and ensure reasonable access to properties.

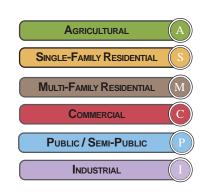


7.3 Circulation Standards

General Circulation Standards

Part 1: These General Circulation Standards apply to all zoning districts.

- A. **Agricultural Field Exemption:** All entrances that are constructed and used specifically and exclusively for access to agricultural fields shall be exempt from the requirements of this Chapter, but shall meet any requirements of the City or County Engineer of jurisdiction.
- B. Additional Design Considerations: Circulation features, including but not limited to acceleration and deceleration lanes, passing lanes, tapers, turning radii, and left and right turn restrictions shall be subject to the adopted standards of the City/County Engineer of jurisdiction and the Indiana Department of Transportation (where applicable).
- C. Location Requirements: The location of all vehicle entrances and access points from a public street shall conform to the following requirements.
 - 1. <u>Alignment of Entrances:</u> All entrances accessing a Collector or Arterial street or road shall be aligned with existing or planned entrances on the opposite side of the street or road.
 - 2. Entrance Sight Distance Requirements: Entrances on Local and Collector streets and roads shall comply with "Stopping Site Distance" requirements, and entrances upon Arterial streets and roads shall comply with the "Decision Sight Distance" requirements, specified by the current edition of the American Association of State Highway and Transportation Officials (AASHTO) *Policy on Geometric Design of Streets and Highways*.







General Circulation Standards

- 3. <u>Separation & Access Requirements:</u> All properties shall comply with the following entrance separation requirements and access limitations. All separations shall be measured from the centerline of the applicable street, road, and/or entrances.
 - a. <u>Road</u> Access to Farm & Single-Family Residential Uses: All properties occupied by a farm or a single-family residential use shall be permitted one access point from any public road. Properties with accessible frontage exceeding 200 feet shall be permitted a second entrance for the purpose of providing a circular drive or separating residential vehicles from farm equipment.
 - All access points shall be separated from all intersections and each other by a minimum of 100 feet along Local roads, 200 feet along Collector Roads, and 300 feet along Arterial Roads.
 - ii. Two drives within 25 feet of each other shall be considered a single access point for the purpose of the separation requirements.
 - b. <u>Street</u> Access to Farm and Single & Two-Family Residential Uses: All properties occupied by a farm or a single or two-family residential use shall be permitted one access point from any Local or Collector Street. All access points on a Collector Street shall be separated by a minimum of 50 feet. Access to Arterial streets from any lot platted after the effective date of this Ordinance shall be prohibited.
 - i. The access point for two-family residential uses may include distinct, but immediately adjacent driveways for each dwelling. A second access point for each lot shall be permitted, provided that it is separated by a minimum of 50 feet from all other access points on the same side of the street.
 - ii. Single-family residential properties shall be permitted a second entrance for the purpose of providing a circular drive, provided that the 2 access points are separated by a minimum of 50 feet.
 - iii. Single-family residential properties with accessible frontage on more than one public street shall obtain access from the street with the lowest Thoroughfare Plan classification. A second access may be obtained from a second frontage if that frontage is on a local street and 50 feet of separation between the nearest driveways and intersections can be provided.

General Circulation Standards

- c. <u>Street or Road</u> Access to Multi-Family and Non-Residential Uses: No two entrances from a public street or road to a property shall be permitted within the distances specified below. Properties located within any CD, Downtown Commercial zoning district shall be exempt from this requirement but shall comply with any applicable standards established by the City or County Engineer of jurisdiction.
 - i. Arterial Street or Road: 400 feet.
 - ii. Collector Street or Road: 200 feet.
 - iii. Local Street or Road: 100 feet.
- d. Separation & Access Exceptions: Any lot that was lawfully established prior to the effective date of this Ordinance and for which access can not be provided in compliance with Sections (a) through (c) above shall obtain access from the frontage with the lowest Thoroughfare Plan classification. The access point shall be located consistent with the access and circulation priorities established by the Thoroughfare Plan.
- D. **Design Requirements:** The design of all vehicle entrances and access points from a public street or road shall conform to the following requirements:
 - 1. <u>Curbs:</u> All entrances from streets serving uses other than farms and single-and two-family residences shall be curbed from the beginning of any acceleration or deceleration lane, taper, or turning radii up to and including any landscaping area that separates the entrance from parking and loading areas.
 - 2. Entrance Widths: All entrances shall be designed to provide clear, distinct points by which vehicles enter and exit property. Typically, a vehicle access point shall include one entry and one exit lane of adequate, but not excessive, width to accommodate the anticipated vehicle user types. Multi-family and non-residential accesses may also include turn lanes as deemed acceptable by the City Engineer. All access point widths shall be measured at the right-of-way line. The measurement shall exclude any acceleration or deceleration lanes, tapers, and turning radii. No access point to a single or two-family residential use shall exceed 24 feet in width. No access point to a multifamily residential or non-residential use shall exceed 14 feet in width per lane where typical access is by passenger automobiles and 20 feet in width per lane where access is by large vehicles (service vehicles, school buses, delivery vehicles, semitractor trailers, etc.). (Revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11))







General Circulation Standards

- 3. Entrance Medians: Any medians provided within an entrance shall be fully curbed, and shall be a minimum of 6 feet in width and a maximum of 10 feet in width. (Revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11))
- 4. Encroachment of Entrance Improvements: Where a platted or fee simple right-of-way is not present, passing lanes, turning radii, acceleration and deceleration lanes, and other improvements shall be located entirely within the frontage of the lot being accessed.
- 5. <u>Intersection Visibility Requirements:</u> All properties, with the exception of those located in the CD, Downtown Commercial and CDS, Commercials Downtown Support zoning districts, shall maintain a clear vision area (the "sight visibility triangle") at all street and street-driveway intersections. The Sight Visibility Triangle shall meet the following requirements:
 - a. *Measurement:* The sight visibility triangle shall be established by connecting the following three points (1) the point at the intersection of nearest edge of the nearest travel lane on each intersecting street, road, driveway, or alley and (2 and 3) the points along the nearest edge of each nearest travel lane at the distances specified by the Sight Visibility Standards Table.

Amendments:

Section 7.3(Part 1)(D)(5) and Table 7.7 revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11)

Intersection Visibility Standards (Table 7.7)

Measure along this type of street, road, or driveway the distance shown		from its intersection with this type of street, road, or driveway.			
		Arterial	Collector	Local	Driveway or Alley
Arterial	Thru or Yield Controlled	150	150	150	150
Arteriai	Stop Sign or Light Controlled	15	15	15	15
Collector	Thru or Yield Controlled	75	75	75	75
	Stop Sign or Light Controlled	15	15	15	15
Local	Thru or Yield Controlled	75	75	75	75
	Stop Sign or Light Controlled	15	15	15	15
Driveway or Alley	Thru or Yield Controlled	65	40	40	Not Applicable
	Stop Sign or Light Controlled	15	15	15	15

General Circulation Standards

- b. Restrictions: Within the sight visibility triangle, nothing shall be erected, placed, planted or allowed to grow in such a manner as to impede vision between a height of 2½ feet and 10 feet above the centerline grades of those intersecting streets and drives.
- E. **Shared Access Design Options:** In addition to individual driveways serving a single use or lot, access points may take the form of a shared driveway for multiple lots, cross access easements between adjacent properties, or a private service drive. These methods of access shall comply with the following requirements:
 - 1. <u>Shared Driveways</u>: A shared driveway shall be located either on both sides of the property line of the land uses sharing the driveway, or if topography or other physical constraint prevents using this location, the driveway may be located on either property, provided that the proper easements are provided.
 - 2. <u>Cross Access Easements</u>: Cross access easements shall be located generally parallel to and at least 100 feet from any access point to the public street. The pavement width at the cross access shall be a minimum of 26 feet.
 - 3. <u>Private Service Drives:</u> A service drive may be located at the front or rear of the properties served. Service drives shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to, or behind, principal buildings.
 - a. *Access*: The number and location of access points along a service drive shall be consistent with the requirements of this Chapter for public Streets and Roads.
 - b. Construction and Materials: The service drive shall have a minimum pavement width of 24 feet. It shall be curbed when providing access to multi-family uses, manufactured home parks and nonresidential uses.
 - c. *Parking Access:* No parking space shall be directly accessed from the service drive.
 - 4. Easements and Maintenance: Shared driveways, private service drives and cross access easement shall be within an easement of adequate width to accommodate the pavement, shared private or public utilities, drainage, sidewalks and any other related features. Any required access easement permitting traffic circulation between properties shall be reviewed and approved by the Planning Director and recorded with the County Recorder. A recorded copy of the agreement shall be provided to the Planning Director for the records of the Plan Commission.







Parking & Circulation Standards

MULTI-FAMILY RESIDENTIAL M COMMERCIAL C PUBLIC / SEMI-PUBLIC P INDUSTRIAL I

Amendments:

Section 7.3(Part 2)(A) revised per City Ord. 22, 2011 (9.6.11) & County Ord. 6, 2011 (9.6.11)

7.3 Circulation Standards (cont.)

Pedestrian Circulation Standards

Part 2: These Pedestrian Circulation Standards apply to the Multi-Family Residential, Commercial, Public/Semi-Public, and Industrial zoning districts.

- A. **Public Sidewalks Required**: Public Sidewalks Required: All development in Multi-Family Residential, Commercial, Public/Semi-Public and Industrial zoning districts shall provide public sidewalks in all adjoining street and road rights-of-way.
 - 1. Exemptions: The following exemptions shall apply to this requirement:
 - a. No sidewalks shall be required adjacent to Interstate Highways or within other similar street or road rights-of-way where pedestrians are prohibited.
 - b. Development in industrial zoning districts shall not be required to provide sidewalks along any Local Street or Road.
 - c. Sidewalk replacement shall not be required in situations where sidewalks are already present, but do not meet the minimum design and construction requirements of the Subdivision Control Ordinance.
 - d. No sidewalk shall be required for development on property for which the Plan Commission has previously granted a modification of the sidewalk requirement of the Subdivision Control Ordinance.
 - 2. <u>Design & Construction Requirements:</u> All sidewalks shall be designed and constructed to meet the sidewalk requirements of the Subdivision Control Ordinance for the street or road with which they are associated. This includes any increased requirements necessary to provide a sidepath or multi-use trail as specified by the Columbus Bicycle & Pedestrian Plan Comprehensive Plan Element.
 - 3. <u>Sidewalks Beyond Existing Right-of-Way:</u> The sidewalk and a sidewalk easement shall be provided adjacent to the existing right-of-way in all instances where that right-of-way is of insufficient width for sidewalk installation.
 - 4. <u>Asphalt Path Option:</u> The Planning Director may authorize an asphalt path as an acceptable alternative for a sidewalk in the jurisdiction of Bartholomew County.
- B. **Public Sidewalk & Building Entrance Links:** Whenever provided, sidewalks that link the public sidewalk to the entrance of the building shall be a minimum of 5 feet in width. When a sidewalk link passes through a parking lot pavement markings shall be used to delineate the sidewalk link.